

For Sale.

MacEwen, FRICKEL & Co.
No. 53, Queen's Road East,
(Opposite the COMMUNIARIAT),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA CRACKER COMPANY'S BISCUITS in 5 lb. tins, and loose. Soda BISCUITS. Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and California CHEESE.
CORNISH, Borden's.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb. kegs.
Boat Ideal SALMON in 5 lb. cans.
Cutting's Dessert FRUITS in 24 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robinson's Celebrated Potted MEATS.

Lunch HAMS.
Lamb's Tongues.
Clam CROWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCROTASH.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb. " "
900 lb. " "
1,200 lb. " "

AGATE IRON WARE.
INSERTION RUBBER.
TUCKER'S PATENT PACKING.
HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PNEUMATIC RIFLES.
REVOLVERS.
DERINGERS.

PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STOCKS.

including:
ALMONDS and RAISINS.
FRENCH PLUMS.
TREVISONAY'S DESSERT FRUIT.
JORDON ALMONDS.

NY YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Ripped HERRINGS.
Herrings a la SARDINES.

IRISH BACON in tins.
COCOATINA.
VAN HOUTEN'S COCOA.
BEP'S COCOA.

SPARTAN COOKING STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
IRISH GRAVES.
BREAKFAST CLARET, " "

SHERRIES & PORT—
SARGENT'S MANZANILLA & AMON-
TILLADO.
SARGENT'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 2-star HENNESSY'S BRANDY.
COGNAC'S BRANDY.
FINEST OLD WHISKY.
KNAB'S L.V. WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSS'S LIME JUICE CORDIAL.
ROSELYN FRUIT & CO'S VERMOUTH.
JAMESON'S WHISKY.
MARRAS.
EASTERN CIDER.
CHARTREUSE.
MARRASCHINO.
CUCARAO.
ANGOSTURA, BOTTLED and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

SPECIAL SELECTED
CIGARS.

Ping New Season's CUMSHAW TEA, in
5 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIREPROOF
SAVES, CASH and PAPER
BOXES, at Manufacturer's Prices.
Hongkong, June 14, 1894.

Notices to Consignees.

STEAMSHIP IRADUADY.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamships
Iraduady, from Antwerp, and *Epiphany*,
from London, in connection with the above
Steamer, are hereby informed that their
Goods—with the exception of Opium, Treas-
ure and Valuables—are being landed and
stored at their risk at the Company's Go-
downs, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on,
unless information is received from the Con-
signee before Noon To-day (Friday), re-
questing it to be landed here.
Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after Fri-
day, the 4th July at Noon, will be
subject to rent and landing-charges at 1
cent, per package per diem.
All Claims must be sent in to me before
the 7th July or they will not be recognised.
No Fire Insurance has been effected.

I. MARTIN,
Acting Agent.
Hongkong, June 27, 1894. 1067

NOTICE.

CONSIGNEES, and all others interested
in Cargo from Singapore, Saigon and
Hankow, are hereby informed that the Cargo
has been landed at the Company's Go-
downs, and that the Goods are being stored
at their risk at the Company's Go-
downs, whence delivery may be obtained
immediately after landing.

The saved Goods are stored at present
in our Godowns.

A. SCHOMBURG & Co.
Hankow, June 21, 1894. 1055

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ANNIE W. Weston, American barque,
Capt. H. O. Wilson.—Bun Hin Chan.

C. T. Hook, British steamer, Captain W.
Jarvis.—T. Howard & Co.

ET CAPTAIN, American ship, Capt. J. E.
Sewall.—Captain.

GREAT ADMIRAL, British ship, Capt. J. G.
Dickson.—Captain.

HERAT ADMIRAL, American ship, Capt.
James F. Rowell.—Master.

HONANMAR, British ship, Captain John
Lane.—Messageries Maritimes.

LEONORA, American ship, Captain J. F.
Petersen.—P. & O. S. N. Co.

MACHON, British ship, Captain J. F.
Hind.—P. & O. S. N. Co.

MATILDA, American ship, Captain J. G.
Morgan.—Jardine, Matheson & Co.

MINORA, British barque, Captain D. W.
Carter.—Order.

SCHILLER, German barque, Captain C.
Steinbomer.—Molchers & Co.

SIRRI, British steamer, Capt. A. Scotland.
—Admiral, Bell & Co.

STAR OF CHINA, British barque, Captain
Charles Smith.—Molchers & Co.

WILDWOOD, American barque, Captain
Chas. A. Sawyer.—Molchers & Co.

WM. PHILLIPS, Amer. barquentine, Capt.
John H. Potter.—Jardine, Matheson & Co.

SAILOR'S HOME.
ANY Cast-off CLOTHING, Books, or
PAPERS will be thankfully received
at the Sailor's Home, West Point.
Hongkong, July 25, 1878.

To-day's Advertisements.

HONGKONG VOLUNTEERS.
Head Quarter Orders by the Commandant.

THE following GENERAL ORDER of His
Excellency, the Major-General Com-
manding, is published for the information of
the HONGKONG VOLUNTEER ARTILLERY.
By Order,
J. McCALLUM, Lieut.
Adjutant.
Hongkong, July 1, 1894.

Extract from Garrison Orders, Hongkong
30th June, 1894.

BURGESS CREW,
Hongkong, 30th June, 1894.

GARRISON ORDERS,
III
PARADES.

THE Major-General Commanding wishes
the Officers Commanding R.A., 2nd
East Kent Regiment and Hongkong Volun-
teers, to convey to the Officers, Non-
Commissioned Officers, Soldiers and Volun-
teers, his admiration of the Soldierlike
appearance, steadiness and order and
precision of movement of all Ranks at the
Garrison Parade held on SATURDAY
EVENING, in honor of Her Majesty the
QUEEN'S BIRTHDAY.

By Order,
W. F. D. COCHRANE, Major,
Brigade Major.

UNION LINE.
FOR YOKOHAMA AND HIOGO.

The Steamship
Capt. MITCHELL, will be
despatched for the above
Ports on THURSDAY, 3rd Inst., at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, July 1, 1894. 1091

FOR HIOGO.

The Steamship
Capt. MITCHELL, will be
despatched for the above
Ports on THURSDAY, 3rd Inst., at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, July 1, 1894. 1092

FOR MANILA VIA AMOY.

The Spanish Steamer
Capt. MITCHELL, will be
despatched for the above
Ports on SATURDAY, the 5th Instant, at
4 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.,
Hongkong, July 1, 1894. 1090

FOR SAN FRANCISCO.

The S.S. L.L.I. British Ship
Hannover,
Lance, Master, will land here
for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Hongkong, July 1, 1894. 1092

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bombay, via Straits.	Bangalore (s).	Hamilton.	P. & O. S. N. Co.	July 5, at 3 p.m.
Doilo.	Amelia (s).	Hamilton.	Russell & Co.	July 3, at 8 p.m.
London, &c., via Suez Canal.	Masilia (s).	Hamilton.	Russell & Co.	July 3, at 4 p.m.
London, via Suez Canal.	Doer (s).	Pover.	Butterfield & Swire.	July 3.
London, via Suez Canal.	Glenartney (s).	Sommers.	Jardine, Matheson & Co.	About July 4.
Manila, via Amoy.	Talbot.	Blanco.	Remedios & Co.	July 2, at 5 p.m.
Manila, via Amoy.	Emu (s).	Blanco.	Remedios & Co.	July 5, at 5 p.m.
Masilia, &c., via Saigon.	Pulho (s).	du Temple.	Messageries Maritimes.	July 10, at noon.
San Francisco, via Yokohama.	Ureca (s).	Yong.	O. & O. S. N. Co.	July 2, at 3 p.m.
San Francisco, via Yokohama.	Arabic (s).	Yong.	O. & O. S. N. Co.	July 12, at 3 p.m.
San Francisco.	Spartan.	Crosley.	Russell & Co.	quick despatch.
San Francisco.	Honauwar.	Lane.	Russell & Co.	quick despatch.
Shanghai, via Amoy.	Hevor (s).	Billinge.	Butterfield & Swire.	About July 4.
Shanghai.	Devonshire (s).	Purvis.	Russell & Co.	quick despatch.
Shanghai.	Glenroy (s).	Genko.	Jardine, Matheson & Co.	About July 7.
Swatow, Amoy, Foochow.	Kwangtung (s).	Young.	Douglas Laing & Co.	July 2, at noon.
Swatow and Bangkok.	Tuchow (s).	Jaung.	Yuen Fat Hong.	July 2, at noon.
Sydney and Melbourne.	Taiwan (s).	Smith.	Butterfield & Swire.	July 4.
Sydney and Melbourne.	Naples (s).	Thom.	Russell & Co.	July 5, at 4 p.m.
Sydney and Melbourne, &c.	Cuthbert (s).	H. Craig.	Gibb, Livingston & Co.	About July 5.
Yokohama and Higo.	Euphrates (s).	Mitchell.	Russell & Co.	July 3, at noon.

SHARE LIST—QUOTATIONS.

Stocks.	No. of Shares.	Value.	Paid up.	Position for Last Report.	Last Dividend.	Closing Quotations.
Hongkong and Shanghai Bank Corporation.	100,000	125	125	\$4,065,581.06	57,645.23	\$21.50
North-China Insurance Company, Limited.	5,000	200	50	First year	18	Tia 230 per share
Yangtze Insurance Company, Limited.	8,000	200	20	50,000	18	Tia 135 "
Union Insurance Society Company, Limited.	2,000	1,250	125	500,000	\$77,301.99	\$53.90
China Traders' Insurance Company, Limited.	24,000	83.33	25	600,000	107,411.65	\$22
Canton Insurance Office Company, Limited.	10,000	250	50	50,000	10	\$85 "
Chinese Insurance Company, Limited.	1,500	1,000	200	28,711.50	35,165.20	\$185
Hongkong Fire Insurance Co., Limited.	8,000	250	50	885,000	285,231.00	\$330
China Fire Insurance Company, Limited.	20,000	100	20	516,978	189,978.34	\$63 sellers
Indo-China S. N. Co., Ltd.	18,387	10	10	10	25	discount
China and Manila S. S. Company, Limited.	3,500	100	all	all	all	par.
Hongkong & Whampoa Dock Co., Limited.	2,000	125	100	18,000	4,351.58	4
H.K. and China Gas Company, Limited.	500	10	10	8,562.17	10	12
New Shares.	1,000	10	7.30	8,562.17	10	12
Hongkong Hotel Co., Ltd.	3,000	100	50	all	all	\$3
China Sugar Company, Limited.	9,000	100	100	all	6,629.70	4
Hongkong Ice Company, Limited.	1,250	100	100	24,250	543.88	\$10 per share
Hongkong Bakery Company, Limited.	600	100	100	5,000	656.32	\$10 per share
Perak Tin Mining & Smelting Co., Limited.	2,000	50	all	all	4,095.55	89
Selangore Tin Mining Co., Ltd.	5,000	100	all	all	First year	60 ex new issue
Chinese Imperial 1874.	8,276	100	all	all	June 30 Dec. 31	all
" " 1877.	18,042	100	all	all	Feb. 28 Apr. 30	all
" " 1878.	8,897	100	all	all	Apr. 30 Oct. 31	all
" " 1881.	8,555	100	all	all	June 1 Dec. 31	all
Sugar Debentures, 1881.	600	500	all	all	June & Decem	2 1/2 prem.

* For 6 months to 30th June 1893.—† Dividend for 1892 and Bonus of 25 per cent.—‡ For half year ended 31st Dec., 1893.—§ For 1894.

To-day's Advertisements.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Co's Steamship
Zafiro, Captain Tabor, will be
despatched for the above
Port TO-MORROW, 2nd Inst., at 5 p.m.,
instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, July 1, 1894. 1087

NOTICE.

WE Have this day Admitted as a
Partner in our Firm Mr. WILLIAM
SNELL ORR.
Our Partners now are Mr. THOMAS
DEAS ROYD, Mr. EDWARD NEILSON
ROSE, Mr. THOMAS COVILL and Mr.
WILLIAM SNELL ORR.
BOYD & Co.
Amoy, 1st July, 1894. 1086

SHIPPING.

ARRIVALS.
June 30, 1894.—

H. B.M.S. Swift, 794, Commander Wm.
Collins, Wessington June 25.

Annie W. Weston, American barque,
704, H. O. Wilson, Singapore June 17,
Timber.—Bun Hin Chan.

Masilia, British ship, 1,484, J. F. Hind,
Cardiff February 6, Coal.—P. & O. S. N. Co.

Northern Light, American ship, 1,859,
Wm. Bray, New York February 10, Kere-
sene Oil.—CAPTAIN.

Thibet, British steamer, 1,071, W. D.
Muir, Yokohama June 22, Mails and
General.—P. & O. S. N. Co.

July 1.—

Queen of England, Siamese barque, 542,
Ottan, Bangkok June 16, General.—
CHINESE.

Ganges, British steamer, 2,162, W. B.
Andrews, London May 16, and Singapore
June 20, Mails and General.—P. & O. S. N. Co.

Allice Muir, British barque, 489, Henry,
Bangkok June 19, General.—CHINESE.

Masilia, British steamer, 2,748, S. D.
Shallard, Shanghai June 23, Mails and
General.—P. & O. S. N. Co.

Conservatory, German steamer, 1,097,
Lindemann, Saigon June 8, General.—
STEAMERS & CO.

Diamond, British steamer, 514, F. S.
Stech, Manila June 23, General.—RUSSELL
& Co.

Zafiro, British steamer, from Canton.
Allice Muir, German barque, 604, A.
Paulsen, Singapore June 16, Timber.—
WATER & CO.

Dunbar, British steamer, 561, J. Newton,
Bangkok June 22, General.—YUEN FAT
HONG.

Nau-ling, French steamer, 435, A.
Garreau, Haiphong June 23, and Hellow
30, General.—A. R. MARRY.

Bayard, French ironclad, Commander
Parryson, Hui June 28.

DEPARTURES.
July 1.—

Loong-cher, for Tientsin.
Ping-ay, for Hoihow.

Swan, for Yap.
Electra, for Havre, &c.
Havelin, French cruiser, for a Cruise.
Havelin, for Saigon.

For ILOILO.
Per S. S. Ganges, on Thursday, the 3rd
instant. Registry ceases at 10.45
a.m. Mail closes at 11 a.m. Late
Letters received from 11.10 a.m. to
11.50 a.m. will be sent by the next
mail. Correspondence may then be
posted in the movable box on board
the Packet.

For SAIGON.
Per Harter, at 4.30 p.m., on Thursday,
the 3rd July, instead of previously
notified.

For NAGASAKI, KOBE, AND YOKO-
HAMA.
Per Thibet, at 11.30 a.m., on Saturday,
the 4th July.

For STRAITS AND BOMBAY.
Per Zafiro, at 2.30 p.m., on Saturday,
the 4th July.

For SINGAPORE, PORT DARWIN,
THURSDAY ISLAND, COOK-
TOWN, TOWNSVILLE, BRISBANE,
SYDNEY AND MELBOURNE, &c.—
Per Zafiro, at 6 p.m., on Thursday, the
3rd July.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *Oceanic*, will
be despatched on WEDNESDAY, the
2nd July, with Mails for Japan, San
Francisco, the United States, Canada,
Honolulu, Peru, &c., which will be
closed as follows:—

2.15 p.m. Registry ceases.
2.30 p.m. Post-Office closes, but Corre-
spondence may be posted on board the
Packet with Late Fee of 10 cents extra
Postage until the time of departure.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Peking*, will
be despatched on THURSDAY,
the 10th July, with Mails for the
United Kingdom, Europe, and places
beyond, via Naples, to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon, India,
Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE ENGLISH MAIL.
The following hours are observed in closing
Mails, &c., by the British Contract
Packet:—

Day of Departure.—
Noon.—Money Order Office closes.
2 p.m.—Registry of Letters ceases.
Posting of all printed matter and
patterns ceases.

3 p.m.—Mail closed, except for Late
Letters.

3.10 p.m.—Letters may be posted with
Late Fee of 10 cents until

3.30 p.m.—When the Post Office closes
entirely.

3.40 p.m.—Late Letters may be posted
on board the packet with Late
Fee of 10 cents until time of
departure.

MEMOS. FOR TO-MORROW.

Shipping.
Noon.—Kwangtung leaves for Coast
Ports.
Noon.—Tuchow leaves for Swatow and
Bangkok.
3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer *Oceanic* leaves for Yokohama
and San Francisco.
5 p.m.—Zafiro leaves for Manila.

PASSENGERS.
Arrived.
Per Thibet, from Yokohama, Messrs F.
C. N. Durr and P. S. Levy, Col. and Mrs.
Hobson, 3 children, European nurse and
amish, Mr. H. W. Williams, Mrs. Ayano
and servant, Mr. and Mrs. Chen Chun and
child, Mr. Pan Sang, Mrs. E. Osborn,
and 4 Steerage, from Higo, 30 Ja-
panese and 1 European, from Nagasaki,
H. E. John A. Haldrup (U.S. Minister),
and 6 Japanese.

Per Masilia, from Shanghai, for Hong-
kong, Messrs R. Buschmann, W. Wilkin,
E. Handrean, and J. H. Sayle, and 20
Chinese

ing and entering his employer's house and stealing property to the value of £130; stealing a sum of £2.00 belonging to his fellow servant and stealing a pair of trousers, the property of the same boy.

Mr. Bowler brought another charge against the boy this morning, which was that during the night, Mr. Bowler's absence from the Colony the boy obtained one dollar's worth of milk from Sam Kan's milk shop on the pretence that it was for his master. The man from the milk shop was in attendance this morning to give evidence but Mr. Maclean did not entertain the charge. He convicted the boy of the second and third charges against him and sentenced him to three months' hard labour. His Worship's first decision was six weeks' imprisonment only and Mr. Bowler appealed to the Magistrate against the leniency of the sentence, pointing out that the boy had made away with over a hundred dollars' worth of property and if so lightly punished would of course conclude that it paid much better to be dishonest than honest. His Worship reconsidered his decision and altered the term to three months.

The German brig *Taylor* will load timber at Tynbaras for Hongkong.

It is proposed that the *Catania* should send to the Spanish Consul at Hongkong, a return every six months of goods exported to the Colony.

The German brig *Black Diamond*, 565 tons Register, arrived at Canton at Yokohama on the 17th June by Messrs Co. & Co., was sold to Mr. A. Clark for £2,125.

The *Gloucester* from Bankow arrived at Woonung on Tuesday night (June 24th). She is placed on the berth for London and will leave for home via Foochow on or about the 8th July.

We learn that there are in Wuhu 3,000 soldiers in readiness to start to Canton; the Chinese war vessel *Ching Kiao* left here last night for that port in order to convey part of them to the South.—*Mercury*.

An enterprising shipowner suggests that the only way to relieve the present depression in the shipping business is for vessel owners to say up one-fourth of the steamer now afloat and break them up for junk, thus giving the rest a chance to make a little money. The idea seems a good one—for those owners who are to sell.

A telegram has been received in Shanghai stating that the *S. S. Glenelg*, the first steamer which left Hankow with new season's tea this year, arrived in London on the morning of the 26th June. The day of arrival was not mentioned in the telegram. The *Glenelg* left the Red Boat Quay at 4 p.m. on the 26th May, thus making the run home in about 36 days 12 hours.—*Mercury*.

The Spanish steamer *San Quintin*, says the *Conservador* home correspondent, will proceed to the Philippines, taking a battalion of Marine Infantry now in Cartagena for service in the Philippines. The force, on its arrival, will be stationed at Cavite. The *San Quintin* comes to relieve the *Legazpi*.

Our Tientsin Correspondent writes us on the 21st June that the first railway is likely to be made from that city to Tung-chow, and that it is urged by some that the second should run from Tientsin to the south, from that point, probably connecting Tientsin with Canton. The probability is that a beginning will be made within a comparatively short time.—*N. C. D. News*.

Panjo, 27th June.—An Imperial Decree was issued yesterday conferring on General Liu Mingchuan, the projector of railways, the title of Fu-tai. He is ordered to proceed to Tai-wan to take command of the troops there for the purpose of coast defence. Two high mandarins, the Brigadier-General and the Lieut. General, are to be subject to his orders.—*N. C. D. News*.

In the House of Commons on the 25th May, Mr. Dixon-Hartland again asked the Under-Secretary of State for Foreign Affairs whether his attention had been called to articles in the *National* and the other principal French newspapers with regard to the recent Treaty of Tientsin—Lord E. Fitzmaurice. He quoted articles alluded to by the hon. member and suggested the serious attention of Her Majesty's Government, but it would be premature for them to express any opinion at present, inasmuch as the treaty is a commercial treaty between France and China contemplated in Article 3 of the recent Treaty of Tientsin has not yet been concluded.

M. P. Leroy Beaulieu points out in the *Debate* that the most favourable nation clause in the Anglo-Chinese Treaty is no bar to differential duty on the Red River. There must, he argues, be at least a first, some distinction between French and foreign goods as compensation for waiting the war indemnity. He believes, however, the idea of a colony closed to foreign goods, and the French merchandise to make a good start. Hence nothing unreasonable in a difference of 10 or 15 per cent. in duties on French or foreign goods.

Messrs. Boyd & Co., Shanghai have launched a tugboat to order of the China Merchants. There were present the leading members of the firm, also Captain C. J. Bolton, Marine Superintendent for the company, Mr. McKerr, Superintendent Engineer, and others. The ceremony of christening the vessel was performed by Miss Johnston, daughter of Mr. Jas. Johnston.

The dimensions of the boat are as follows: Length between perpendiculars 90 feet 6 in. over all 100 ft. 6 in. Beam 19 ft. 6 in. Depth moulded 10 ft. 4 in. She is built of iron with teak deck. One water-tight tank placed aft and one forward, each tank holding 15 tons of water. She has a pair of direct action, compound engines, condensing engines, 16" and 36" & 24" stroke. Her boiler is made of steel, 11' 9" diameter & 0 footings with two of 10' 9" diameter furnaces with separate combustion chambers; working pressure 100 lbs. per square inch. Her speed is expected to be about 10 knots per hour. Her engines and boilers are made by A. and J. Inglis, Glasgow.—*Shanghai Mercury*.

The *Fidèle* of 17th May has the following account of Mr. Kettlowell's yacht, the *Marchesa*, which was lately in those waters:

Mr. C. J. Kettlowell's yacht 'Marchesa' left Malta on the 17th ult., and, after touching at Algiers, Gibraltar and Cadiz, arrived in Plymouth Sound on the 20th inst. She was on her way to Hongkong, after a cruise of England of rather more than two years and three months. The cruise, which was made with a view to exploration and sport, has been one of the most interesting, as well as one of the most extensive, ever undertaken in pleasure vessels. The following summary of the places visited will show that the 'Marchesa' has had but little lying at moorings since she left Southampton early in January 1882. Running in to Brest for shelter from a heavy gale in the Bay, she proceeded to Lisbon, Tunis, Gibraltar, Malta, various Algerian ports, Malta, Sicily, through the Straits of Messina, the Red Sea to Aden, Socatra, the Maldives Islands, Ceylon, Singapore, Formosa, the Lin Kiu Islands and Japan. In August 1882, Kamataka and Boshu Straits were visited, and a month was spent in exploring the interior of the former country, after which some good sport was obtained on the coast with Ovis, ibex, &c. Returning to Yokohama in October, some three months were spent in travel in the interior, and in cruising round the coast of Japan, and the yacht then proceeded through the island sea to China and Hongkong. In March 1883, she sailed from Hongkong for a cruise in the Malay Archipelago, and, after visiting the Philippines, circumnavigated Borneo, which interesting island many weeks were spent in exploration, and the collection of natural history specimens. The Sulu group and other islands to the outward were visited, and the *Marchesa* returned to Singapore in May, and, sailing for the Spice Islands at end of July last, was fortunately well clear of the Straits of Sunda before the great eruption at Krakatau. Thence six months were spent in cruising in the Java Sea, visiting all the principal islands, and, after visiting the Philippines, Cebu, and the Moluccas, whence the western end of New Guinea and the islands lying north of it were explored, and a large number of valuable birds obtained. The *Marchesa* was next visited by the *Marchesa* at Singapore, and, after visiting the Philippines, Ternate, the Sulu group, and the north of Borneo, arriving early in January last. Penang and Malacca, Ceylon and Bombay were taken on the passage homeward. Two deaths occurred during the cruise, the hands being lost on board at Attyphoon, and another succumbed to natural causes off the coast of New Guinea. Mr. Kettlowell has succeeded in bringing home a large number of birds of Paradise and other specimens of the fauna of New Guinea and the Spice Islands.

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charged fraud in the most reckless manner, and had defendant arrested when there was no cause for it. He made a bargain not to sue defendant; he probably tried it in Singapore. Judgment for defendant with costs.

Mr. H. M. Daily, instructed by Messrs. Brereton, Wolfson and Deacon, appeared for the plaintiff; and the Attorney General, instructed by Messrs. Sharp, Johnson and Stokes, represented defendant.

The judgment in this case, we understand, is to be appealed against.

CHUNG YU CHUNG FONG HONG.—\$11,000. Mr. E. Maclean, instructed by Mr. Wotton, appeared for the plaintiff; and the Attorney General (Mr. E. L. O'Malley), instructed by Mr. Dunne, represented defendant. Plaintiff, one of the sons of Messrs. Douglas Leppack & Co. a copra dealer, lent the sum of \$10,000 to Mr. Sang, his uncle, on 14th March, 1882, on certain conditions, defendant, standing security. It was alleged on the part of the plaintiff that the money had not been repaid. Defendant claimed it had. His Lordship heard evidence on the 21st ultimo. The day he said he believed the story put forward on behalf of the plaintiff, and gave judgment, with costs, accordingly. His Lordship made an order staying execution until suit instituted by defendant against the plaintiff will have been decided.

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On the 22nd a squadron of war steamers was signalled as approaching the harbour, and it was expected that the illustrious visitors were on board. A saluting battery was hurried down to the quay, troops in full uniform were marshalled in long files with banners flying, and mounted officers hurried to and fro inspecting the soldiers in preparation for the military reception of the distinguished visitors who were to land at Chefoo; but—there is nearly always a hind in those matters—it was discovered that the coming of the squadron was the coming of the reception of the morning, and troops and the whole gathering of authorities had appeared in disappointment at not being needed on the day to welcome the still greater authorities on their landing.

It had been rumoured that there was even a possibility of His Excellency the Viceroy Li Chung-tung coming to Chefoo on the occasion, to pay a friendly visit to the French Admiral, though no certain news could be obtained that this visit would come off. The suspense however was but of short duration, for in the early hours of dawn on Wednesday-day the booming of cannon from the fleet anchored in the Bay announced the arrival of the Imperial Naval Squadron from the North, and His Excellency Li Chung-tung in the Imperial Majesty's corvette *Kang Ni* escorted by the armed turret cruisers *Saiyue* and *Yung Hai* and the French naval squadron at anchor near the islands, and from the batteries on shore, besides a platoon firing from the assembled troops. After an interchange of visits of courtesy with the Chinese authorities on shore H.E. the Viceroy and the Imperial Commissioners came on board and received their visit from the French Admiral, Commander-in-Chief, with his staff, who was welcomed most cordially by them all and was escorted with the usual number of guns and other official demonstrations due to his rank.

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not that he was among those who visited the French flagship. The Viceroy and Imperial Commissioners with the Chinese fleet left Chefoo at 2 a.m. on the 24th for Weihaiwei. It is expected that H.E. Li will again call in at Chefoo on his way to Taku.—*N. C. D. News*.

REPORT OF HER MAJESTY'S INSPECTORS OF EXPLOSIVES.

The Report of Her Majesty's Inspectors of Explosives for 1883 is of more than usual interest. The past year it shows to have been remarkable in several ways. It has, the inspectors say, been exceptionally fruitful of discoveries and attempts at outrages. This character was impressed upon the year almost from the beginning, and it continued almost to the end. The night of Jan. 29 was signalled by three distinct outrages at Glasgow. These were followed on the morning of March 1st by the attempt at the office of the Local Government Board and at the T.M. office. By the former of these a good deal of damage was done to the buildings and to the houses in the neighbourhood. The latter was wholly unsuccessful, the dynamite having been placed, while the explosive itself was no more than partially burnt, and that quite harmlessly. On Oct. 30 came the third important outrage of the year—the twofold explosion on the Underground Railway, in the section between Charing-cross and Westminster, and near Piccadilly. By the Charing-cross explosion no personal injury was done and no serious structural injury to the line. In the Piccadilly case the explosion took place at the moment when a train was passing, and the result was the destruction of a carriage and the death of a passenger, and about sixty-two persons were injured. To these grave attempts at wholesale destruction of life and property were added a minor outrage at New Ross, in County Wick, in which a jar containing a quantity of dynamite was exploded, doing through a broken window and exploded, doing some damage to the building but none to the inmates. At Liverpool a seizure of first-class importance was made, and an outrage averted by the discovery of a quantity of dynamite, together with a quantity of apparatus and material for the manufacture of explosives. But the grand seizure of the year was at Birmingham, on April 2, at which date Whitehead was arrested by the police. This seizure was the discovery of the illegal manufacture of nitroglycerine or dynamite, but they have no doubt that it is not the only case in which these explosives have been surreptitiously made. The three explosions at Glasgow, the seizure at Birmingham, and the seizure at Liverpool were all connected with the manufacture of explosives in this country; and the disclosures at Liverpool, when four men were convicted for the possession of information, appeared to point to like offences having been manufactured in Ireland. One of the questions of the year, the early part of the year has been that the law relating to explosives has been materially modified. The punishment for causing or attempting to cause explosions has been made extremely severe, and the mere making or possessing any explosive substance for any purpose has been made a crime, which renders the offender liable to punishment for fourteen years. Such are some of the provisions of the Explosive Substances Act, which became law on April 10, 1883. To small part of the inspectors duty during the year has been the visiting of licensed places for the manufacture or storage of explosives. The number of these has been too great to allow of their being all visited. Of factories there are 144; of magazines for storage in large quantities 329; of small magazines for quantities not exceeding 1,000 lb. of gunpowder or 2,000 lbs. of dynamite or gunpowder, 2,108. Of the general condition of the factories the report speaks very favourably.

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vessel measures 265 feet by 35 feet, has cellular double bottom, and will have the highest class at Lloyd's and Board of Trade as a passenger steamer, there being superior accommodation for about 200 passengers, in addition to large cargo-carrying capacity. The engines are direct action compound, 30 by 68 inches diameter, and 44 inches stroke, with 1,350-horse power, supplied by Messrs J. Howden and Co., Glasgow. At the launch, which passed off most successfully, the owner was represented by Captain A. R. Brown and Captain P. M. Brown. It may be added that the *Steuerman* is the first of three steamers which Messrs Napier, Shanks, & Bell have in hand, designed for the Japanese coasting trade.

The new steamer *County of Salop*, belonging to Messrs Taylor, Abraham and Co., of Liverpool, after her trial trip, proceeded to South Coast, Cardiff, to load for Singapore. She got under the steam at three o'clock on the morning of the 22nd inst., and completed her cargo and bunkers, consisting of 3,000 tons, by five o'clock the following morning, which, deducting the detention at the tips, viz., six hours, leaves her only twenty hours for loading and unloading her cargo and bunker coal. This is the best despatch ever yet given to any steamer of her size in Cardiff.

The German steamer *Pemphig*, which arrived at Rotterdam on the 23rd inst., from Saigon, with a cargo of rice, and on her way up the river Maas, but floated on the following tide after discharging some of her cargo into lighters.

Hannover, May 27.—The installation of a direct service by first-class steamships between Germany and the East Indies and Australia, as well as between Germany and Australia, is still pending; but there is no doubt that the scheme will be accepted by Parliament in one form or another. As I have already reported, the Chancellor offers a subsidy of £100,000 annually for use on the condition that the first-class steamers of an average speed of 11½ knots for the whole run are employed. This stipulation is estimated as too high for the sums to be granted, and a committee of Hamburg shipowners and capitalists offered the Chancellor a subsidy of £50,000 annually for use on the condition that the first-class steamers of an average speed of 11½ knots for the whole run are employed. This stipulation is estimated as too high for the sums to be granted, and a committee of Hamburg

